

CHICAGO MEETING OF LIVE LABOR BOARD FIRST REAL TEST

might initiate a movement for a general reduction in freight rates to correspond with the 12 1/2 per cent. wage reduction decreed by the Railroad Labor Board last July.

While the railroad executives have stated they could not stand to be crippled financially in this manner unless they receive another wage reduction, it is believed a move of this sort might tend toward an amicable arrangement.

The railroad executives have announced their intention of asking the board for a further wage reduction of 12 per cent., but no such request has reached the board yet, and it is not being considered officially in the situation. It was stated at the White House that the Erie Railroad had declined the report from Chicago that it had cut the wages of its maintenance men of way employees from 37 1/2 cents an hour to 30 cents without consulting the board.

Penny Cited by Board.
Under the law if action of this sort is taken without the board being consulted the board is required to cite the railroad for this failure. Such action already has been taken in one case against the Pennsylvania Railroad.

The President did not direct the Labor Board to invite the brotherhood chiefs to the conference on Thursday in Chicago, but that action has his full approval. He expects the board also to call in the railroad executives in an attempt to perform its functions. He was suggested from an outside source to-day that the board's invitation to this conference was the first step in Administration "interference" in the situation. It was at once made clear at the White House that such was not the case at all, but that it was the first step to determine whether the board is a futile agency.

The President has not been asked by any one connected with the controversy to interfere, and, as heretofore pointed out, is not moving in that direction.

The President had been informed previously that the threat of a strike was due to the request of the railroad executives for a further wage reduction of 10 per cent., but in allowing it to become known that such a request has not been made officially to the board there was a possible inference that it might be staved off to save the situation.

However, the brotherhood leaders in Chicago declared recently that their men had voted to strike, not against the proposed further wage cut, but against the 12 1/2 per cent. reduction ordered by the board last July, all of which further complicates the situation and makes the board's task more difficult.

Daughterly Looking Up Law.
Attorney-General Daugherty has been consulted concerning the law involved in the procedure under the transportation act and the power of the board to compel adherence to this law including the possibility of a mandamus action to force compliance. He is also making a thorough study of the conspiracy statutes and other laws by which the public might be protected in case of a strike.

"The consideration of the Department of Justice is first and all the time for the public," said Mr. Daugherty. "The public is our client."

Although as a matter of policy no announcement has been made by the War Department of the fact it is understood that steps have been taken to make survey of the country to get the names of officers and enlisted men who have had experience in railroad operation and construction so that they may be called out to keep mail trains moving if the strike should come. If the army could mobilize the men who were engaged in army railroad operation during the war in the A. E. F. tens of thousands would be available.

Postmaster-General Hays said this afternoon that he had no more official statements to make regarding the intentions of the Post Office Department in case of a walkout, but he reiterated his former declaration that the mails would be kept moving.

RAILWAY FEDERATION HOPES FOR SETTLEMENT Amalgamation With 'Outlaws' Proposed at Toledo.

Toledo, Oct. 18.—Hope that some means of preventing the threatened railroad strike has been expressed to-day by P. F. Richardson, president of the American Federation of Railway Workers, in annual convention here. "We all hope the strike will not occur," Richardson said in his opening address. Two hundred and fifty delegates from Eastern and midwest States are in attendance.

One of the issues before the convention is a proposed amalgamation with the United Association of Railway Employees, largely made up of men who participated in the outlaws strike of April, 1920.

Officers of the federation say a strike vote was taken in Toledo and that members will be involved if the strike comes, but that they do not invite it.

STRIKE IS DENOUNCED BY MERCHANT BODY Association Pledges Help to Support of Law.

The executive committee of the Merchants' Association adopted resolutions yesterday denouncing the threatened strike of the railway brotherhoods and pledging its support to the authorities for the enforcement of the law, and in every proper effort to continue the uninterrupted operation of the transportation lines. The strike, the resolutions continue, would inflict intolerable hardship upon the country.

Eugenius H. Outerbridge, chairman of the Port Authority, announced last night that the entire facilities of the Authority have been offered to the national, State and city Governments in the event of a strike on the railroads. The Port Authority has also begun an inventory of all available supplies of fuel and food within the port district.

COMMONERS OFFER TO HANDLE TRAINS

Montclair Alone Has 100 Volunteers—Even Enginemen in Groups.

MANY STUDENTS READY

Former Employees Among Thousands Prepared to Give Help.

LETTERS TENDER AID

Civic and Community Organizations Pledge Definite Enrollment.

Volunteer crews, which did such efficient service in breaking the "outlaw strike" of 1920, are being organized in the community-zone of New York city and the organization of others is to be taken up in a few days. Commuters on the Greenwood Lake division of the Erie have enough train and engine volunteers to keep three or four trains a day going each way, and at Montclair and other points similar steps are being taken.

"We have more than a hundred names on our list," said a New York business man who lives in Montclair. "There's a lot more to the white collar boy than a lot of people think once you get him in a hole."

The American Legion, as such, will probably take no part in the strike, as it did in the outlaw strike. That will not prevent individual members, of course, from acting as volunteers on either engine or train crews and many who had experience in the 1920 affair have volunteered, it is said. Another source of supply for the carriers is among students at the colleges. Many hundreds of these were employed in 1920, and the carriers are said to have trained a number of them at Princeton, Rutgers, Lehigh, Lafayette, Cornell, Stevens and many other schools along the lines of roads running into New York and Jersey City. Students in the engineering courses quickly master the use of the railroad machinery, which is not particularly intricate, and make excellent crews, it is said.

Recruits may be sought into efficient conductors, brakemen, switchmen and the like in a very short time, former strikes have demonstrated. With engineers, however, there is much more to be done. Among supervisory officials and employees, master mechanics, foremen engineers, engine inspectors and the like there are many trained engineers, however, and an intensive use of those is planned by the directing heads. Then, too, there are engineers among the railroad men out of work—and some estimates have placed the number of unemployed railroad men, including the "outlaw" strikers who did not get their jobs back, as high as 500,000. Then there are trained engineers in other occupations, many of them commuters on the lines over which they once guided engines. A number of these, it is said, have already offered their services.

Letters have been received at the railroad offices, it is said, from civic and community organizations pledging a definite number of citizens to man trains during the strike period, in several cases. Among the letters also pledged former service men as guards to protect passengers and crews at train stops. Disinclination of men to work as "strike breakers" gives way in such cases to the need of commuters to go to and from their daily work as usual.

EMPLOYING TRUCKMEN PROPOSE \$5 WAGE CUT

Want Men to Work 10 Hours After November 1.

Locals of the International Brotherhood of Teamsters will vote to-morrow night at Webster Hall on accepting a reduction of \$5 a week in wages, as sought yesterday by the Merchant Truckmen's Bureau.

The bureau, which represents more than half of the employing truckmen and trucking corporations in the city, said merchants insist on lower trucking rates. The request for a cut calls for a ten hour day.

The present wages of truck drivers are \$20 weekly on a single horse truck, \$31 for a two horse truck, \$33 for three horses and \$35 for four. Chauffeurs of five ton motor trucks get \$35. All men now work nine hours.

If the drivers should vote to strike it will not come before November 1, the date on which they are expected to take \$5 less and work an hour more. David Brooks, chairman of the employers committee, said:

"It is hoped that the drivers will see their way clear to accepting this new contract without resorting to a strike or making it necessary for us to start a lockout. If it is necessary to resort to business in this city lower wages and longer hours must come."

LEGION TO REFRAIN FROM STRIKE COMMENT

Emergency Request to Mis-souri Officials.

Special Despatch to THE NEW YORK HERALD.
KANBAN CITY, Mo., Oct. 18.—John G. Emery, national commander of the American Legion, in a telegram received yesterday by Edward J. Cahill, State adjutant, reiterated his order that members of the American Legion neither take a stand nor make statements in regard to the threatened railroad strike and its effect on the American Legion convention.

The telegram says "the threatened railroad strike will have no bearing on the holding of the national convention of the American Legion. Request all members and officials of the American Legion to refrain from taking action or making statements on the threatened strike and its possible effect on holding the convention. Stand fast and do not become alarmed."

EPITHETS FLY IN HOUSE DEBATE OVER STRIKE CRISIS

Blanton and Burke Near Blows—Sergeant-at-Arms Interposes and Apology to the Members Follows.

Special Despatch to THE NEW YORK HERALD.
New York Herald Bureau, Washington, D. C., Oct. 18.

A flare up during a debate in the House today on the railroad strike crisis resulted in cries of "Liar!" by Representatives Blanton (Tex.) and Burke (Pa.) and the hurried interposition of Sergeant-at-Arms Rodgers, who, with the help of others, prevented a static encounter on the floor.

Mr. Blanton had delivered a speech in which he charged that the railroad brotherhoods were "against the Government." To this Mr. Burke, himself once a brotherhood member, took violent exception.

"Your statement is false!" said Mr. Burke.

"You are a liar!" said Mr. Blanton. "You are a damned liar and a dirty dog!" shouted Mr. Burke.

When quiet was restored both Representatives withdrew their offensive remarks and apologized to the House for having used them. Their whole colloquy was officially stricken from the record.

In opening his speech Mr. Blanton quoted figures from general managers of the Pennsylvania Railroad and the Baltimore and Ohio, giving rates paid for the period ending August 1, 1919, to engineers and conductors on these lines. On the Pennsylvania he said freight en-

gineers were paid \$392.55 a month and passenger engineers \$376.30. Passenger conductors got \$213.90 a month and freight conductors \$208.55.

He continued to quote figures that railroad employees, especially locomotive engineers and conductors, received more wages than was paid in salaries to college professors. There was a slight laugh on the Republican side of the House and Mr. Blanton (Dem.) said:

"Oh, this is a laughing matter to some men on the floor. A laughing matter when it ties up the arteries of commerce and 3,000,000 to 5,000,000 men are out of jobs with winter approaching."

"Has it come to pass that Congress in such an emergency has quit functioning? Have you not the same right to discuss this question from the standpoint of the public that I have? I have an abiding faith in our President. The Government will not buckle in this matter, and you are not going to see Mr. Harding do anything of it. If I know him, my colleagues here can buckle all they want to, but the President is not going to buckle. He is going to show these men where to head in."

"Not a man in this House up to this good minute with a declaration of war against his own country in the press every day, not a man has opened his mouth."

country and lower the present cost of living.

"Then, after the public had received a breathing spell, the House would be at full liberty to come back to the board with further requests for wage reductions."

The proposals of the American Farm Bureau Federation were made known in a statement by J. R. Howard, its president.

A 10 per cent. reduction on basic commodities, including farm products, food, fuel, building materials and possibly other would amount to between \$290,000,000 and \$250,000,000, Farm Bureau officials estimated. A 1 per cent. reduction on everything they said, would amount to about \$430,000,000, approximately the amount by which wages of railroad employees were reduced on July 1.

Clifford Thorne, general counsel for the Farm Bureau Federation, characterized action of the railroad executives in refusing a 10 per cent. reduction on everything they said, would amount to about \$430,000,000, approximately the amount by which wages of railroad employees were reduced on July 1.

The eleven railroad unions that have not yet issued a strike call, although most of them have voted for a walkout with the brotherhoods, will hold their proposed meetings regardless of the call of a conference between the brotherhood chiefs and the Labor Board.

The first of these meetings will take place here to-morrow, when the executive council of the House of Representatives will meet to-morrow, while the telegraphers will meet Friday and the clerks Sunday. Most of the other unions also have scheduled meetings for this week.

E. M. Jewell, head of the shop crafts, and others have steadfastly opposed a strike on wage cuts and have announced that they will fight vigorously to prevent a walkout order being issued. It is problematical, however, whether these will be able to hold back their men or convert the union leaders who are determined on a walkout. Mr. Jewell said.

By the Associated Press.
CLEVELAND, Oct. 18.—The scene of action in the threatened nationwide progressive railroad strike, to begin October 30, shifts back to Chicago to-day with the announcement that the three local members of the "Big Five" railroad brotherhoods had accepted a request from the Railroad Labor Board that the five chief executives confer with the board in Chicago Thursday afternoon.

The telegrams requesting the conference were sent to Warren S. Stone, president of the Brotherhood of Locomotive Engineers; W. G. Lee, president of the Brotherhood of Railroad Trainmen; and W. S. Carter, president of the Brotherhood of Firemen and Enginemen, all with headquarters in this city. After a conference Mr. Stone announced to-night that the three chief executives had accepted the invitation and would leave for Chicago Wednesday night. Similar requests, Mr. Stone said, were sent to L. E. Sheppard, president of the Order of Railroad Conductors, and T. C. Cashen, president of the Switchmen's Union of North America, with headquarters in Cedar Rapids, Iowa, and Buffalo, respectively.

The local executives had but little comment to make on the request for the conference with the Labor Board, as directed by the board.

Explaining further the public statement issued by the public group in Washington Sunday, Mr. Hooper said that the board recognized that there was "a universal demand for the reduction of freight rates."

"In suggesting translation of the last wage cut into reduced freight rates and advising against further requests for wage reductions at this time the board does not mean that parties may not come before it with disputes," Mr. Hooper said.

"The suggestion was made merely as a 'modus vivendi' for solving the present transportation problem. We suggested that the roads cease wage reductions for the present and reduce rates as a step in the revival of industry. We believe such action would result in helping bridge the business depression of the country."

Mr. Stone to-night issued a signed statement in reply to statements made by Joseph H. DeForest, president of the Chamber of Commerce of the United States, in Washington yesterday denouncing the threatened railroad strike as "the most cruel and unjustifiable attack upon the people and Government of the United States."

EXECUTIVES READY TO COMBAT STRIKE

Series of Conferences Will Be Held Here, Beginning Probably Thursday.

UNION LEADERS MEET

Chairmen of Five Big Brotherhoods in East Prepare to Execute Mandate.

The first big conference of railroad executives and their principal assistants in this operating district, New Jersey lines mainly, will be held in this city this week, according to general opinion in railroad offices yesterday. Plans for a series of conferences were under consideration yesterday. Thursday was understood to have been the day set tentatively by the railroad chiefs.

Methods of combating the strike, if called, will be discussed by the principal executives of the East, and these plans will be threshed out and considered for application at a second series of conferences within the operating organizations of the several lines. The first conference will include the railroad presidents, chairmen of boards and bankers interested. The second will take in general managers, division superintendents, yardmasters, trainmasters, roundhouse superintendents, master mechanics and others concerned with the practical operation of trains.

While railroad executives were getting together to arrange for war policies, the railroad unions generally in New York and New Jersey met in executive session and worked out plans to follow in case the strike order comes.

Union Chiefs Meet in Secret.

A prominent union general chairman made this statement to THE NEW YORK HERALD:

"Preparations for the railroad strike in the New York district were made to-day at secret meetings of local and general chairmen of the five big railroad brotherhoods at railroad centers throughout the State and in nearby Jersey terminals. The conferences were called by general chairmen just returned from Chicago. All of the delegates to the Chicago meeting were astonished at the tremendous majority given for the strike proposal. The next vote cast by the old men in the railroad service was one of the biggest surprises."

"The men everywhere are saying that the Grand Lodge officials have led them astray. The next vote cast by the strike vote was an order to the pusy-footing Grand Lodge officials to go ahead and fight for a satisfactory settlement of the wage cut issue—fight on get out. The men are sore and if any attempt is made by the leaders to double cross them the leaders will be thrown out and settlement will be effected without leadership."

Advertising for Railroad Men.

There were further indications that railroad executives in this district were counting upon hundreds of veteran and competent railroad men now out of employment for assistance if the strike hits the roads. Newspapers published along the line of the Central Railroad of New Jersey carried advertisements yesterday which announced that permanent positions were guaranteed to successful applicants for employment as locomotive engineers, firemen, conductors, trainmen and yardmen to "fill vacancies as they occur," or "vacancies caused by such men as may leave the service."

At the same time, L. Stahl, formerly foreman of the car shops of the Jersey Central in Elizabeth, and who has been district leader in the so-called outlaws strike, announced that several hundred men along the lines of the Jersey Central would return to railroad employment at the first opportunity.

"I know of 200 men in Elizabeth and of several times that many at other points who are anxious to get their jobs back," Stahl said. "If they could get square with the brotherhoods for throwing them down the last year they would be perfectly satisfied. The brotherhoods wouldn't lift a finger to help these men, and why should they in turn stay idle just to play the game of the brotherhoods?"

Crows of the Hudson and Manhattan tube trains are not expected to join the strikers, although the company is a subsidiary of the Railroad Labor Board. The tube employees are working under a separate agreement which has two years to run.

BILL RAISER GETS TEN YEARS.

Max Grusnak, 24, of 23 Rodney street, Brooklyn, whose skiff had transformed a genuine \$2 bill into a \$10 bill, was sentenced to ten years at Atlanta prison and \$2,500 fine by Judge Garvin in the United States District Court, Brooklyn, yesterday.

BENJAMIN FRANKLIN says: "Gain may be temporary and uncertain, but ever while you live, Expense is constant and certain."

TO MEET FUTURE EXPENSES

Life holds in store for us a constant stream of expenses—whether our incomes rise or fall. But this fact has no power to worry the man or woman who has set aside sufficient money in a Voluntary Trust to provide an adequate income which will not be "temporary and uncertain." Any of our officers will be glad to explain fully the many advantages of the Voluntary Trust.

THE BANK OF AMERICA
ESTABLISHED 1812
Manhattan and Brooklyn

CITY SURE OF FOOD, O'MALLEY REPORTS

Survey Shows Trucks and Ships Can Carry Supplies if Strike Is Called.

HOARDING DISCOURAGED

Coal Situation Provides Only Worry, but Coke Will Be Utilized.

Edwin J. O'Malley, Market Commissioner, added a reassuring statement yesterday to optimism about the situation of New York and the metropolitan district if a railroad strike is started. Having made a survey of food sources and methods of food distribution, Mr. O'Malley said there is not the slightest cause for panic, and that there need be no fear of a food famine. He added:

"The Federal Government, the National Guard and the commercial concerns have 100,000 motor trucks available in the metropolitan district. They can be commandeered and mobilized to such purpose that New York's food supply will not be interrupted to the point of hunger. Only 5 per cent. of our food comes from within ordinary trucking distance of the city, but in an extraordinary situation the trucks can be utilized to great results."

"The Long Island potato crop is beginning to move and can be brought in by truck. The sweet potato belt is near Norfolk, and that is within easy trucking distance. There is plenty of milk to be had by truck within a 100 mile radius. Besides all this the warehouses and cold storage houses were never so jammed with catables."

"No Need for Hoarding."

"So far as food conditions go New York was never in a better position to face a strike, and there is absolutely no need for hoarding. Hoarding would send prices kiting, and that is what we don't want to see."

"The coal situation might be more critical, much depending on the kind of weather we get, but I find nothing in that situation to cause grave fears. The coal men say there is enough on hand now to last three or four weeks. Besides that there is a great coke supply which can be utilized. I have discovered abundant supplies of coke over in New Jersey, and I am taking steps to accumulate reserves in yards in Manhattan and in other strategic points of the city. It has been tested and shown to be of excellent quality."

"Coke could be offered to consumers at one-third less than the present price of coal. The storage places I have designated for it are along the marginal yard in Manhattan, along the Harlem River at the Wallabout Market, in Brooklyn at St. George, Staten Island, and at Long Island City."

While a strike might cripple the railroads it would not then begin up absolutely, it is presumed, no freight and coal trains soon would begin moving under Government protection on an irregular schedule.

Lettuce Going to Waste.

Market officials in two States issued an appeal against waste of foods. Commissioner O'Malley suggested prudence in the use of food and especially in the handling of food supplies. The Bureau of Markets in the New Jersey Department of Markets protested against a situation in which 100,000,000 heads of lettuce are going to waste on Jersey farms because the growers cannot get their prices. Many lettuce growers in Jersey are ploughing in their crops.

Food dealers and market officials said that in case of a strike the shipments, both eastward and transatlantic, would play an important part in supplying New York. The Shipping Board stands ready to throw many idle ships into the supply situation. Consignments remained against the likelihood of any real food famine.

RECEIVER FOR EVELYN NESBIT

City Court Justice Meyer yesterday appointed David Gelfand, receiver of the chattels and effects of Miss Evelyn Nesbit, against whom an attachment was levied several weeks ago by Miss Hannah E. Watt, modiste. The dressmaker obtained a judgment for \$2,000 and the attachment followed the failure of Harry Thaw's former wife to appear for examination.

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FINE PARTITIONED OFFICE.
WITH LEASE TO MAY, 1922.
VERY LOW RENTAL. ACT QUICKLY. POSSESSION NOV. 1ST. BROKERS PROTECTED.
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540 Fifth Ave.—44th-45th Sts.

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The beautiful round thread linen sheets and pillow cases from the reconstructed looms of Belgium and France have been received.

The prices are particularly low.
Linen Pillow Cases, from \$4.00 pair
Linen Sheets, from \$10.50 each

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READY-TO-WEAR

COPIES of the smartest Paris dresses carried in stock ready to put on at very reasonable prices.

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SHOEMAKERS TO WOMEN
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Best MADE CLOTHES FOR BOYS

ALL-WOOL MACKINAW

In Mixtures and Overplaid

\$10.50

THE term "all wool" is used in its literal sense—and the warmth and durability of a Best-made mackinaw are proof enough that the fabrics are superior.

Sizes 7 to 17 years

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THE term "all wool" is used in its literal sense—and the warmth and durability of a Best-made mackinaw are proof enough that the fabrics are superior.

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BUTTON-TO-NECK REEFERS

In All Wool Mixtures and Plain Blues

\$13.50

IN fabric, weight and color they are sensible and serviceable. And the Best & Co tailoring is an added guarantee of long wear and satisfaction.

Sizes 5 to 11 years

BOYS' STURDY SHOES dark brown. Sizes 2 1/2 to 5 1/2.

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HE present mode of combining a waistcoat and a pair of regular trousers with golfing suits increases the efficiency of the outfit.

Our showing of golf suits includes several lines of four piece outfits—likeable patterns, flexible models, reasonable prices.

Separate knickers, caps, shoes, hosiery, clubs, balls.

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